

PROFITS DECREASED

ANNUAL REPORT OF THE PENNSYLVANIA RAILWAY COMPANY.

Net Earnings in 1893 Not so Large as in the Previous Year—Why the Altion Road is Uncasy.

The annual meeting of the stockholders of the Pennsylvania company was held at the general offices in Pittsburgh yesterday. The annual report for 1893 was submitted and read by the secretary, S. B. Liggett. There are over 1,200 miles of road operated directly by the Pennsylvania company. The results in the Pennsylvania company, proprietary department, were as follows: Total revenue, \$2,804,555.86, out of which was paid, for expenses, interest on bonds, rentals, etc., \$1,754,750.20, leaving a profit for the year of \$1,049,805.66, out of which was paid a dividend of 4 per cent. upon the capital stock of the company. There was a decrease of profit for the year of \$137,497.45, as compared with 1892. The results on the principal lines operated by the company were as follows: Pittsburgh, Erie & Chicago railway, a profit of \$313,777.12, an increase of \$22,859.02, as compared with 1892; Pittsburgh, Youngstown & Ashtabula, a decrease in net earnings of \$64,227.80, as compared with the previous year; Erie & Pittsburgh, as compared with 1892, a decrease of \$18,215.45; Cleveland & Pittsburgh, a loss of \$225,791.54, against a profit in 1892 of \$46,441; Toledo, Walhonding valley & Ohio railroad, an increase of net earnings, as compared with 1892, Indianapolis & Vincennes, as compared with 1892, an increased loss of \$1,192.89.

The following persons were elected directors for the ensuing year: G. B. Roberts, James McCrossin, John E. Davidson, H. H. Houston, Frank Thomson, Henry D. Welsh, John P. Green, William H. Barnes, Amos A. Little, N. Shortridge, Charles E. Pugh and George R. Wood. The board will organize at a later date.

Will Build Solid Foundations.

Security holders of such roads as the Louisville, Evansville & St. Louis and the Toledo, St. Louis & Kansas City are giving the organization of the companies much more attention than in times past, and parties who inaugurate new reorganization schemes will not, in future, make such fortunes out of the reorganizations as have been made in several cases the last few years. One of the reasons for this is the fact that the roads are now being built on a more solid basis, and the companies are now getting for their coal twice as much as they get from the gas company. Frank Reed, general passenger agent of the Monon, says he is finding no trouble in keeping the passenger earnings of the Monon up to those of the corresponding year of 1892, but against the world's fair business of 1893 it is a big task. However, the passenger earnings of the Monon for the year were but \$654 below those of the corresponding year of 1893.

The annual meeting of the Western Indiana road was held at Chicago yesterday, and the old directors and officers were re-elected. The annual report was given out, and the annual meeting of the Chicago & Northwestern road was held at Chicago yesterday. The annual report was given out, and the annual meeting of the Chicago & Northwestern road was held at Chicago yesterday.

Abandon the Grand Union Plan.

The representatives of the various railway brotherhoods have been in session for several days in New York having decided, it is stated, to entirely abandon all plans for a complete union of the different organizations. Instead, a federation of the Order of Railway Conductors, Brotherhood of Locomotive Engineers, Brotherhood of Railway Firemen, Brotherhood of Railway Trainmen, Order of Railway Telegraphers and Switchmen, Mutual Aid Association on each railroad in the United States, Canada and Mexico has been agreed on. Each body is to retain its individuality and be self-governing. In case of trouble a general committee consisting of one representative from each of the organizations is empowered to meet and devise means for settling the differences. In no case is the action of a single organization to be taken without the unanimous consent of all the other organizations. This is simply a re-statement of the ideas of the more conservative members of the several organizations, and a plan which the Brotherhood of Locomotive Engineers, the oldest of the railway organizations, has favored.

The Altion Uncasy.

The Altion road is now becoming uneasy over the promised outcome of the investigation which the Rock Island and the Atchison are making into the alleged violations of the summer excursion agreement. The Altion says that the other lines are fit to make a round-trip rate of \$15 between Chicago and Denver as a reprisal against any line caught violating the agreement, that it will lose no time in reducing the rate to the Pacific coast. The agreement which the Western Passenger Association managed to adopt after so much trouble, and which the Altion was a part of, was in rates most destructive to the revenues of the association lines. Meanwhile, the Atchison and the Rock Island declare they are not to be moved from the position they have taken, and that if they find sufficient cause they will at once begin active operations against the rate between Chicago and Denver.

Personal, Local and General Notes.

Paul Rainer, chief of the weighing and inspection bureau, is in the city. The railroad branch of the Young Men's Christian Association in Pittsburg has 35 active members. C. A. Waterman has been appointed traveling passenger agent of the Toledo, St. Louis & Kansas City. Train 47 on the Peoria & Eastern, the fastest train of that line, ran into Peoria in May thirty-one hours on its scheduled time. The suit of J. H. Harter, late superintendent of the Chicago & Southeastern, for salary, will come up in the Court of Common Pleas, at Anderson, on Saturday. The Long Island Railroad company, of which August Corbin is president and largest security holder, is in present negotiations with the block system between Long Island City and Jamaica. The latest sensation going the rounds of the press is that the trainmen of the Chicago, Milwaukee & St. Paul road will aid the Pullman strikers by refusing to haul Pullman cars.

"Female Weakness"

for ten years never left me. I experienced its worst forms, accompanied by severe spinal trouble, causing incessant backache, weakness of the stomach, and nervousness. "I gave up all hope of ever being well again. I began to take:— "Lydia E. Pinkham's Vegetable Compound." I followed the directions and treatment until I am now a perfectly well woman."—Mrs. S. W. White, 816 Holly St., West Philadelphia, Pa. Every woman troubled with uterus or womb troubles can be cured by Lydia E. Pinkham's Vegetable Compound. Twenty years of unparalleled success confirms its power. It dissolves and expels tumors from the uterus in an early stage of development.

Pullman cars. What spoils this alleged threat is that the C. M. & St. P. hauls no Pullman cars, furnishing its own sleeping and parlor cars, general manager of the Burton Stock Car Company, and C. J. Fellows, general manager of the Western Car Association, were in the city yesterday on official business.

The Indianapolis, Logansport & Chicago has its right-of-way now secured from Logansport to a point just west of the old Landers porkhouse, or to the corner of Blake and Market streets.

The Nickel Plate market has issued orders to the effect that any engineer who does not bring his train to a dead stop before crossing the track of another road will be dismissed from the company's service.

Frank L. Richardson, claim agent of the Pennsylvania company, who was attacked with heart failure on Friday last and was for a time seriously ill, has improved so much that he is able to attend to business again.

In their eagerness to get the business of the National Education Society this month, for Asbury Park, it is stated that some of the Western lines are violating the agreement under which the rate is offered in the matter of limit extensions.

Eastern lines are not disposed to give the Grand Army people any lower rate than one fare for the round trip to Pittsburgh for their encampment, and there is a good deal of feeling over the matter. The Chicago & Northwestern line has inaugurated the one-cent-a-mile rate.

George Bender, superintendent of the Chicago division of the Big Four, states that yesterday the Chicago division was busy with five through freight trains in service and ten local ones. This division is still hauling large quantities of coal northward.

Charles Zell, who represents the passenger department of the Queen & Crescent route, says the men on the Queen & Crescent route are not getting any better pay, and he thinks there will be no strike, despite the sensational reports sent out from Chicago.

The Cincinnati, Hamilton & Dayton people will spend considerable money in fitting up their new up town office in this city. The new office will be in the corner of the office with the C. H. & D., have begun to take some interest in the new move, which will benefit the Monon fully as much as the C. H. & D.

The Cincinnati, Hamilton & Dayton has a contract to haul 50,000 tons of coal from the river to Cincinnati, and Indiana's Artificial Gas Company, but for the time being has stopped hauling it, as the parties to the contract are now getting for their coal twice as much as they get from the gas company.

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While the Big Four people think they have enough to do in this country, they are now getting for their coal twice as much as they get from the gas company.

Mr. E. Ingalls, president of the Big Four, is willing, it is said, to let the Indianapolis, Logansport & Chicago come in from North Indianapolis over the Big Four tracks on any reasonable terms, and the company will not be a competitor of the Big Four.

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Commercial Club Directors.

Action Taken on the Subject of Elevating the Railroad Tracks.

The board of directors of the Commercial Club held its regular monthly meeting yesterday afternoon, at 4 o'clock. The membership application of Walter L. Waples, president of the Young Men's Christian Association, was considered and approved. A communication from the Pure Food Exhibit Company, which will give an exhibition in this city next October, was referred to the committee on amusements. A communication was received from the projectors of the Indianapolis, Logansport & Chicago railroad stating that the right of way had been secured from Logansport to a point just west of the old Landers porkhouse, or to the corner of Blake and Market streets.

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FEDERAL COURT GRIND

PLEAS OF PRISONERS CHARGED WITH VARIOUS OFFENSES.

Petit Jurors Who Responded—Grand Jury Report—A \$3,000 Verdict—Other Court News.

In the federal court yesterday James Dickson, charged with breaking into the Cincinnati postoffice, pleaded not guilty. Charles Baase pleaded not guilty to the charge of assaulting a letter carrier; Harriet Ryan was fined \$10 for sending an obscene letter through the mails; John Marks was guilty of the charge of having counterfeit money in his possession; Harry Williams, John E. Davis, John Izenbush, Turk Murphy, Grant Morton, William Carpio, Jesse Way, pleaded not guilty to charges coming up under the counterfeit money laws. Joseph Bennett entered a plea of guilty. Sentence was reserved. Caspar Schmalholz, charged with keeping a saloon without a government license, showed that he had been unintentionally negligent and was discharged.

The trial of N. H. Dye, of this city, charged with violating the oleomargarine law, will begin this morning at 9 o'clock. The jury will be called at 10 o'clock.

For this term of court, only twenty-five answered when their names were called on the morning of the trial. The jury was called at 10 o'clock.

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PERSONAL AND SOCIETY.

Mr. John Fox has returned from Purdue for the summer.

Miss Sarah Reeves will leave next week for Asbury Park to spend the summer with friends.

Mrs. D. T. Bacon returned home yesterday, after a visit of several weeks in the East.

Mrs. Alexander Sprague will go to Baltimore with her family to spend three months with her parents.

Mrs. Benjamin D. Walcott and children will go to New York Mills next week to spend the summer with friends.

Mr. and Mrs. W. P. C. Golt will go to Smyrna, Del. next week to spend part of the summer with Mr. Golt's family.

Mrs. J. A. Herriott is in Cleveland, where she expects to spend two months with her family.

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DAVIES COMPANY IS LAW ABIDING.

To the Editor of the Indianapolis Journal.

Davies company has had its share of crime in the past few years, and that which has actually occurred here we do not deny, as the courthouse burning, the Wratten murder and a number of incendiary houses and barn burnings, but we challenge the Journal or any other paper to show up a case of white-capping here. The good people of this county, who are largely in the majority, overwhelmingly so, regret the crimes actually committed, and deplore the bad name thereby given the county, but our courts have uniformly dealt out justice to the offenders, and most of them have been hanged. No county in Indiana, believe me, can show so good a record in the punishment of its criminals as Davies county.

No county in Indiana, outside of the gas belt, has grown like Davies in the past ten years, in wealth, population, schools, churches, and various public improvements. In no county in Indiana is property better protected by the officers of the law than in Davies county.

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